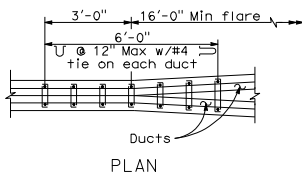


DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

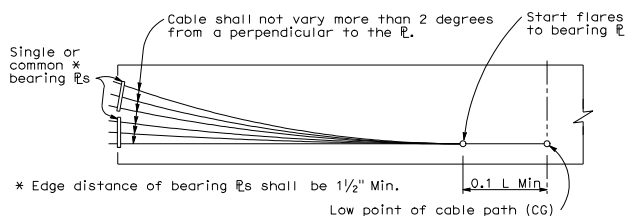
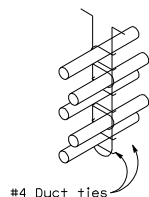
Michael Pope
 REGISTERED CIVIL ENGINEER
 No. C54503
 Exp. 12-31-05
 CIVIL
 STATE OF CALIFORNIA

May 1, 2006
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.
 To get to the Caltrans web site, go to <http://www.dot.ca.gov>



NOTE:

Place closed end of duct ties in direction of flare.



NOTES:

Distribution of prestressing force:

Unless otherwise noted, the prestressing force shall be distributed with an approximately equal amount in each girder and shall be placed symmetrically about the center line of the structure. In slabs, the prestressing force shall be uniformly distributed across the slab.

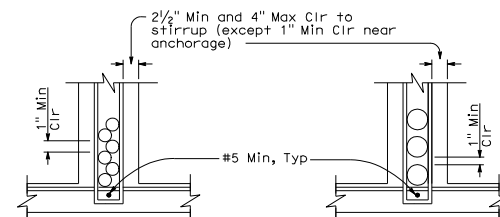
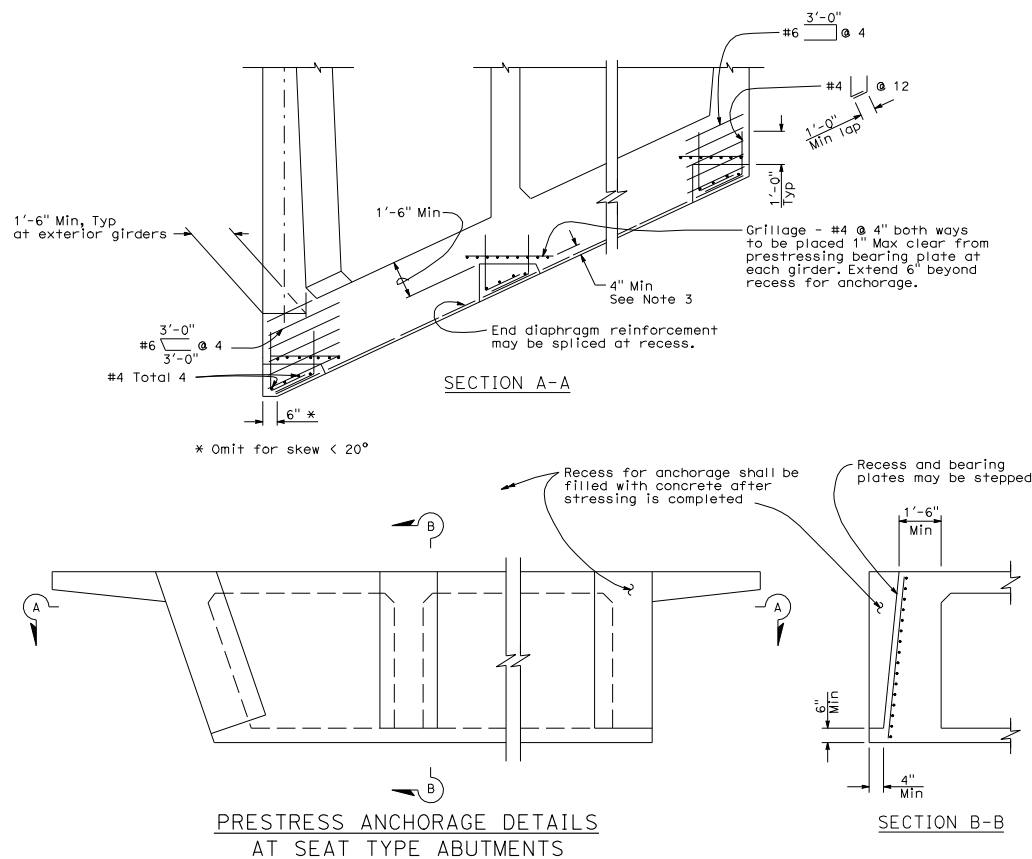
Stressing sequence:

No more than 1/2 of the prestressing force in any girder may be applied before an equal force is applied in the adjacent girders. The maximum force variation between girders shall also not exceed the prestressing force of the largest tendon used in all girders. At no time during stressing operations will more than 1/6 of total prestressing force be applied eccentrically about the centerline of the structure.

Girder stem may be flared near anchorage to provide clearances for the particular anchorage system.

Place duct ties, as shown for flare girder stem, at each location where ducts change horizontal direction.

Bar reinforcement interfering with the prestressing tendon alignment shall be adjusted, as approved by the Engineer.



DUCTS 4 1/2" OD AND LESS

DUCTS OVER 4 1/2" OD

CLEARANCE REQUIREMENTS FOR DUCTS

NOTES:

- Duct patterns shown are for a 1'-0" wide girder stem. For other widths the minimum clearances must be maintained.
- Stirrups may also be used. For continuous stirrups in girder stems greater than 1'-4" wide (ie: at flares) use 2-#5 minimum U or L.
- 4" minimum is not required if this detail is used at hinge location.
- For additional details, see Standard Plan B7-1.
- Approval of the Engineer is required for deviations.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**CAST-IN-PLACE
PRESTRESSED GIRDER DETAILS**

NO SCALE

B8-5